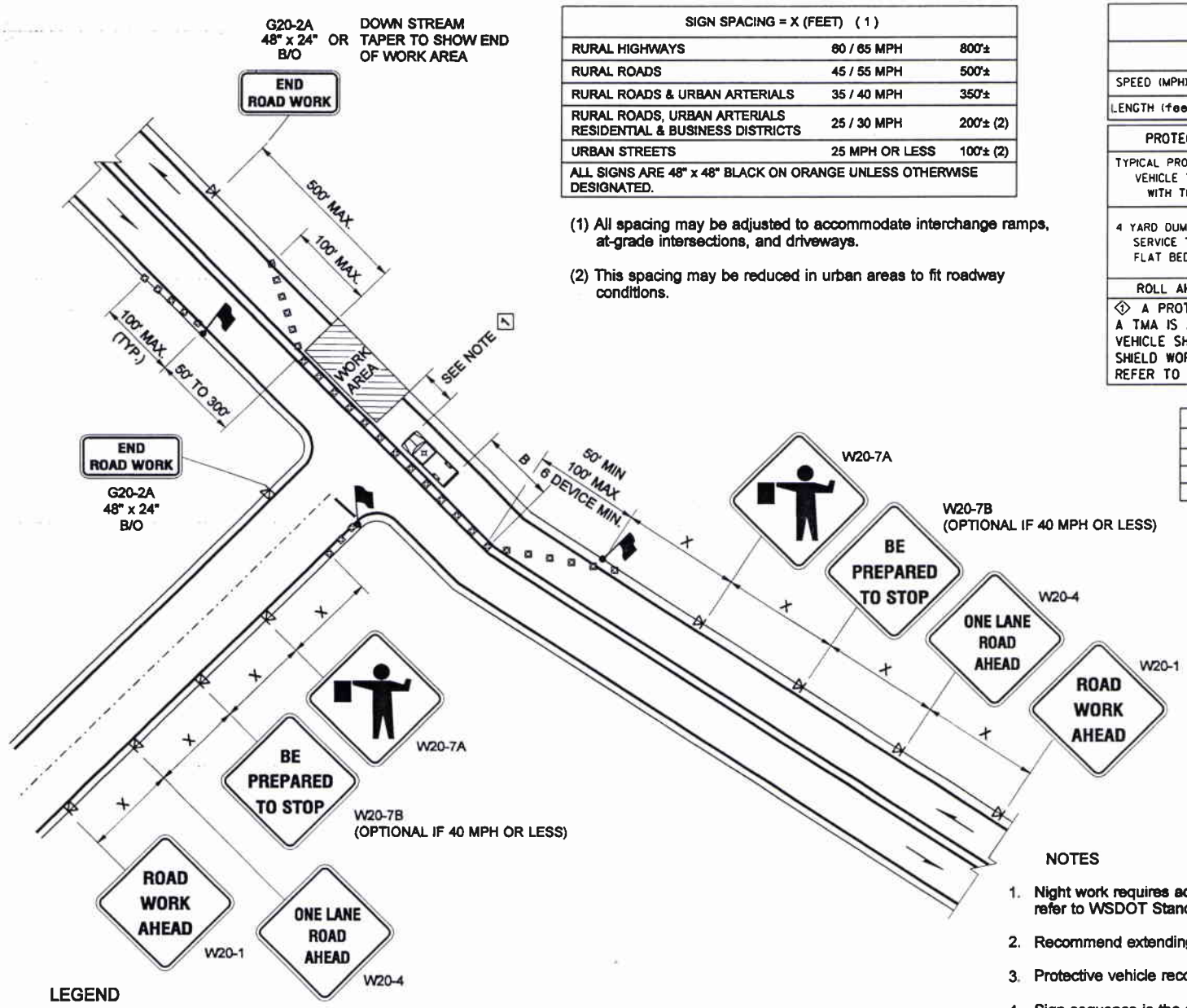

SIGN SPACING = X (FEET) (1)		
RURAL HIGHWAYS	60 / 65 MPH	800'±
RURAL ROADS	45 / 55 MPH	500'±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH	350'±
RURAL ROADS, URBAN ARTERIALS RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH	200'± (2)
URBAN STREETS	25 MPH OR LESS	100'± (2)
ALL SIGNS ARE 48" x 48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.		

(1) All spacing may be adjusted to accommodate interchange ramps, at-grade intersections, and driveways.

(2) This spacing may be reduced in urban areas to fit roadway conditions.

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	360	425	495	570	645	730

PROTECTIVE VEHICLE WITH TMA ROLL AHEAD DISTANCE		
TYPICAL PROTECTIVE VEHICLE TYPE WITH TMA	TYPICAL PROTECTIVE VEHICLE (WITH TMA) LOADED WEIGHT (LBS)	STATIONARY OPERATION (feet)
4 YARD DUMP TRUCK, SERVICE TRUCK, FLAT BED, ETC.	MINIMUM WEIGHT 15,000 LBS. (MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH MANUFACTURER RECOMMENDATION)	30 MIN. 100 MAX.
ROLL AHEAD STOPPING DISTANCE ASSUMES DRY PAVEMENT		
① A PROTECTIVE VEHICLE IS RECOMMENDED REGARDLESS IF A TMA IS AVAILABLE. IF NO TMA IS USED, THE PROTECTIVE VEHICLE SHALL BE STRATEGICALLY LOCATED IN THE FIELD TO SHIELD WORKERS AND NO ROLL AHEAD DISTANCE IS SPECIFIED. REFER TO CHAPTER 1.5.5 FOR ADDITIONAL INFORMATION		

CHANNELIZING DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
50 / 65	40	80
35 / 45	30	60
25 / 30	20	40

LEGEND

- FLAGGING STATION
- SIGN LOCATION
- CHANNELIZING DEVICES
- PROTECTIVE VEHICLE - RECOMMENDED

NOTES

1. Night work requires additional roadway lighting at flagging stations, refer to WSDOT Standard Specifications for additional details.
2. Recommend extending channelizing device taper across shoulder.
3. Protective vehicle recommended - may be a work vehicle.
4. Sign sequence is the same for both directions of travel on the roadway.
5. When used, the downstream taper device spacing should be 20' O.C.
6. For low-volume situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger, positioned to be visible from both directions may be used.

TYPICAL ALTERNATING ONE-WAY TRAFFIC FLAGGER CONTROLLED
TCP 1